

THE FRENCH FASHIONS ARRIVE IN NEW YORK

Designers Shape the Silhouette in Various Ways

FOULARD A REVIVED SILK

New York, April 13.—Paris fashions have begun to arrive in New York—and all in good time for Easter, too! Enough of these models have come safely through the perilous trip across the Atlantic to give us an idea of the Parisian decree as to what shall be worn this spring and summer.

Whether the silhouette will be straight, oval or "barrel" is the question that most women have been anxious to have settled. It would be so maddening to find that Paris had voted in favor of the barrel silhouette when you had finally decided upon a straight-line frock for Easter, and vice versa.



A Summer Frock of Fine White Voile
And Flouncing

Fortunately, the French houses have been in favor of all three silhouettes, so the choice rests with the individual, and no one having elected to appear either slender or slightly puffed out around the hips will be in any danger of not being correctly dressed. Certainly, the fashions are most accommodating, in so far as they allow one the choice of so many different styles.

The soft drapery in skirts is a feature much in evidence among the new gowns. There are also some tunics, the lovers of this graceful style will be glad to know. Draping is one of the means of accomplishing the oval silhouette with the skirt narrowing down at the hem and plenty of fullness about the waist and hips.

The Width and Length of Skirts

There is no rule about the width or

the length of skirts, for they vary according to the caprice of the designer. Some skirts are as narrow as a yard at the hem, while others are as wide as three yards. It is just the same with the lengths of skirts. While some reach the ankles, the shoe-top length and even shorter is used in other models. Skirts for street wear are for the most part inclined to be quite narrow. In evening gowns, the puffed effect of skirts looped under to a narrower foundation is used to a great extent, and this same effect also appears here and there among the afternoon gowns.

Pockets have not been discarded by any means, nor is there evidence of a lack of inspiration for new ways of fashioning them.

Embroidery is still the order of the day, and the more Oriental looking the more stylish it will be. Another form of decoration much in use is the heavy machine stitching applied either in rows upon rows or in fancy designs. This is such a simple trimming for women to copy that its popularity is assured. On woolen material, a heavy silk like that used for crocheting is used at the top of the machine with ordinary sewing silk at the bottom. The stitching should be as large as the machine will allow, and the needle must necessarily be very large. When this stitching is used on linen or heavy cotton fabrics, a heavy mercerized cotton is used instead of silk.

The Revival of Foulard

As to materials, it is particularly interesting to note the revival of foulard, an ideal silk for spring and summer. It is used very freely, especially in the dotted design so well known. Coin dots of all sizes and colors appear in many silks. Satin, taffeta, crepe metee, chiffon and Georgette are the smart materials of the season for afternoon frocks, and the diaphanous tulle, nets and laces are used for the evening gown. Black-and-white combinations are used in the development of some of the most charming evening gowns.

For day wear the most prominent colors are sand, beige, navy blue and sulphur. There are many attractive combinations such as dark blue or black with red, tan with light blue or rose, and navy blue with green. The dotted materials, which are very prominent, are usually combined with a plain color matching the background of the dotted fabric.

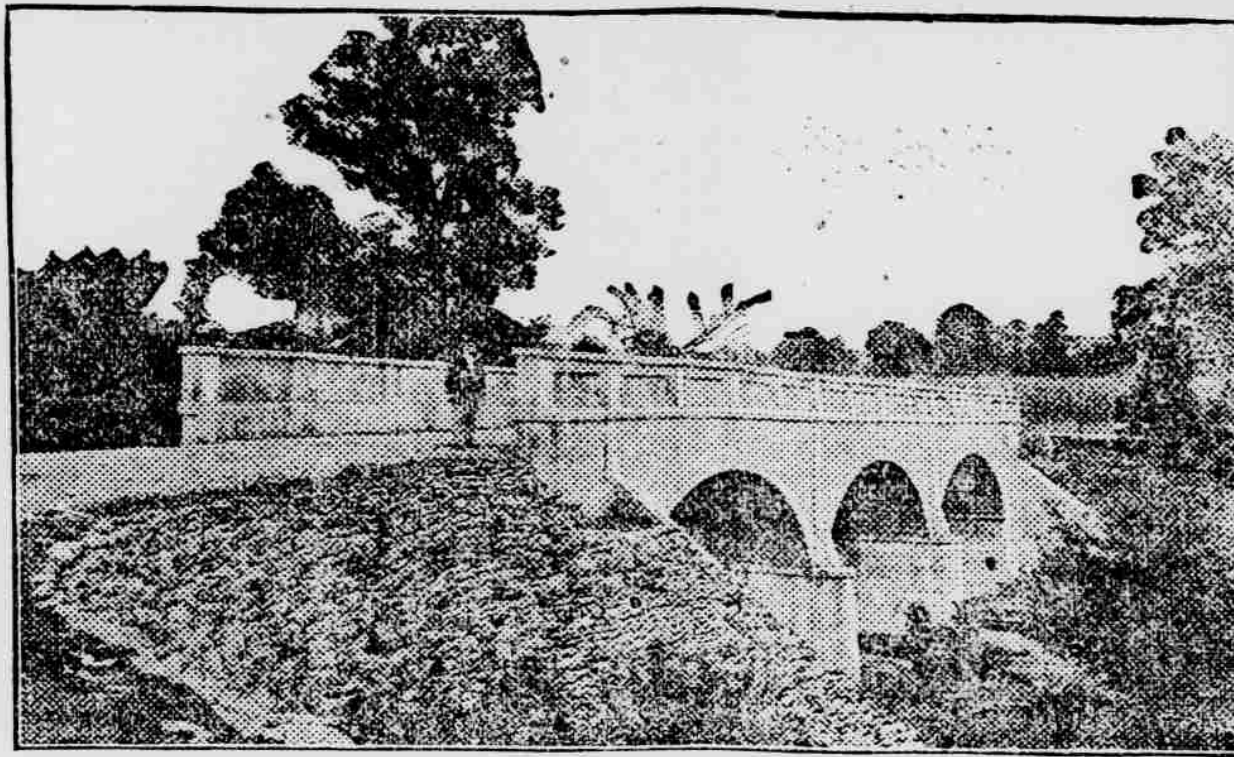
The sketch shows a summary frock of fine white voile with flouncing forming the side tunics and the vest-like front of the waist. A ribbon girdle supplies the color note in this dainty all-white frock. A narrow ribbon of the same color as the girdle holds in the soft gathered puff of the undersleeve at the wrists. Cut machine stitching is the finish used for the collar and vest, as well as the edges of the sleeves.

In the second sketch is shown a dress in one of the popular spotted fabrics, with plain sleeves, pockets and belt. This is one of the ways of developing a spotted fabric, relieved by a plain color, in order to get the best effect.

Maintaining Bond-Built Roads

Make Ample Provision for Upkeep—Analysis of State Highway Reports on Cost of Maintenance

(Prepared by the U. S. Department of Agriculture)



Cedar Creek Concrete Bridge, Louisville, Ky.

The problem of maintaining highways constructed with borrowed money should be given as much consideration as is devoted to the more permanent features of the roadbed. It has not been customary for officials to face frankly the cost of the maintenance and repair of bond-built highways at the time the bonds are issued and before construction begins. As a matter of fact, investigations made by the department show that in the majority of cases where bonds have been issued by local authorities there has been no provision whatever for maintaining the roads when built. This is perhaps the greatest defect in the method of building highways by issuing bonds.

Maintenance is necessary in order to insure to the community the maximum economic service by the road, and also to preserve the investment. The cost of maintenance and repair must, therefore, be studied at the outset. In the absence of general data, the reports on maintenance from states which have highway departments should be of interest to county officers preparing to issue road-building bonds.

Cost of Maintenance.

The following opinions as to maintenance cost represent the results of careful analyses of state highway reports, as well as much first-hand information gathered by the department's specialists:

Well-constructed gravel roads will sometimes sustain several years of farm traffic without showing marked deterioration, even when there has been no maintenance. Such roads sometimes actually improve during the second season; more frequently, however, they show ruts or chuck holes. It cannot be expected that the average life of a gravel surface will be greater than that of a macadam surface, which in the New England and eastern states is between six and seven years. If a sum equal to two-thirds of the original cost of the gravel surface itself is provided for renewals at six-year intervals, it should be estimated at from \$150 to \$250 per mile per year. If \$30 is then allowed for annual dragging and small repairs, the total annual cost of repair and maintenance for gravel roads would be from \$180 to \$280 per mile. The annual cost of maintenance alone is sometimes below \$30. In Bennington county, Vt., during 1912, 175 miles of gravel roads were maintained at a cost of \$20.70 per mile. The annual cost of maintenance and repair on sand-clay roads, including all necessary resurfacing at periodic intervals, should not be fixed at less than 10 per cent of the original cost.

What Figures Show.

The cost of repair and maintenance for water-bound macadam roads has been determined with considerable exactness from Massachusetts figures and checked by resurfacing charges in other states and in Germany. Prior to 1913, from \$100 to \$125 per year ordinarily paid for necessary small

repairs, such as patching, cleaning culverts, etc., and from \$400 to \$425 per year was the necessary annual charge in order to resurface at periods varying from six to seven years. The sum of \$525 per mile, on an average, should therefore maintain macadam roads if changes and increases of traffic are not excessive. It must be understood, however, that in many instances where macadam sufficed for the volume and character of traffic prior to 1906, it will not withstand the action of the motor vehicle traffic which has developed since that time.

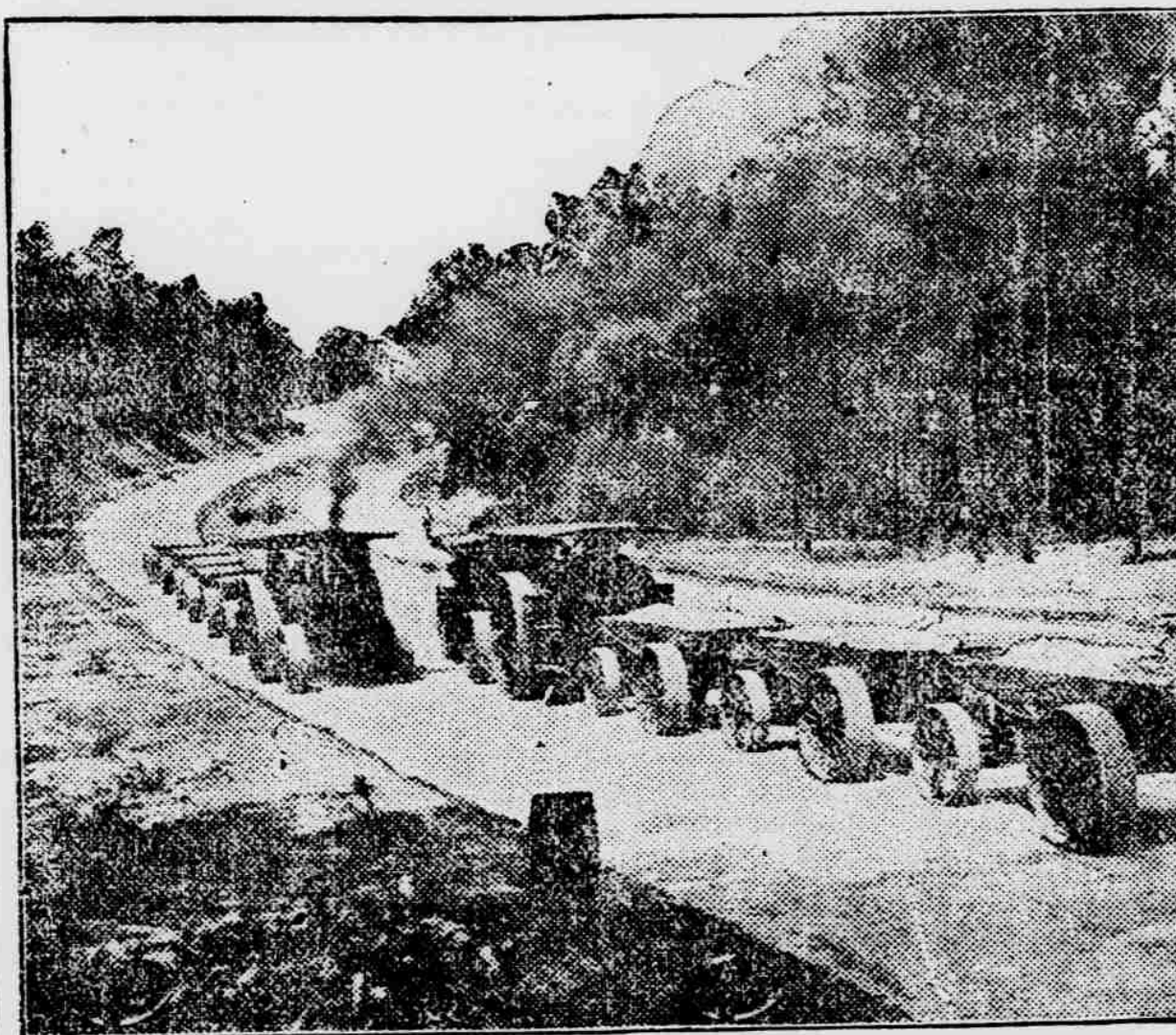
Many miles of ordinary or water-bound macadam road have been resurfaced with bituminous materials, and many miles of new bituminous-macadam have been constructed. The logical maintenance of such highways is a surface treatment with bituminous material and rock screenings, clean gravel, or sharp sand. The cost of such surface treatment is from 4 to 12 cents per square yard, and it may be expected to last from one to three years, according to the density of traffic and the success of the application. Theoretically, perfect surface treatment would constitute absolute maintenance for a bituminous-macadam road. Such maintenance is seldom or never realized and bituminous-macadam roads doubtless require resurfacing at intervals. The cost of such resurfacing is not yet known.

Repair and Maintenance.

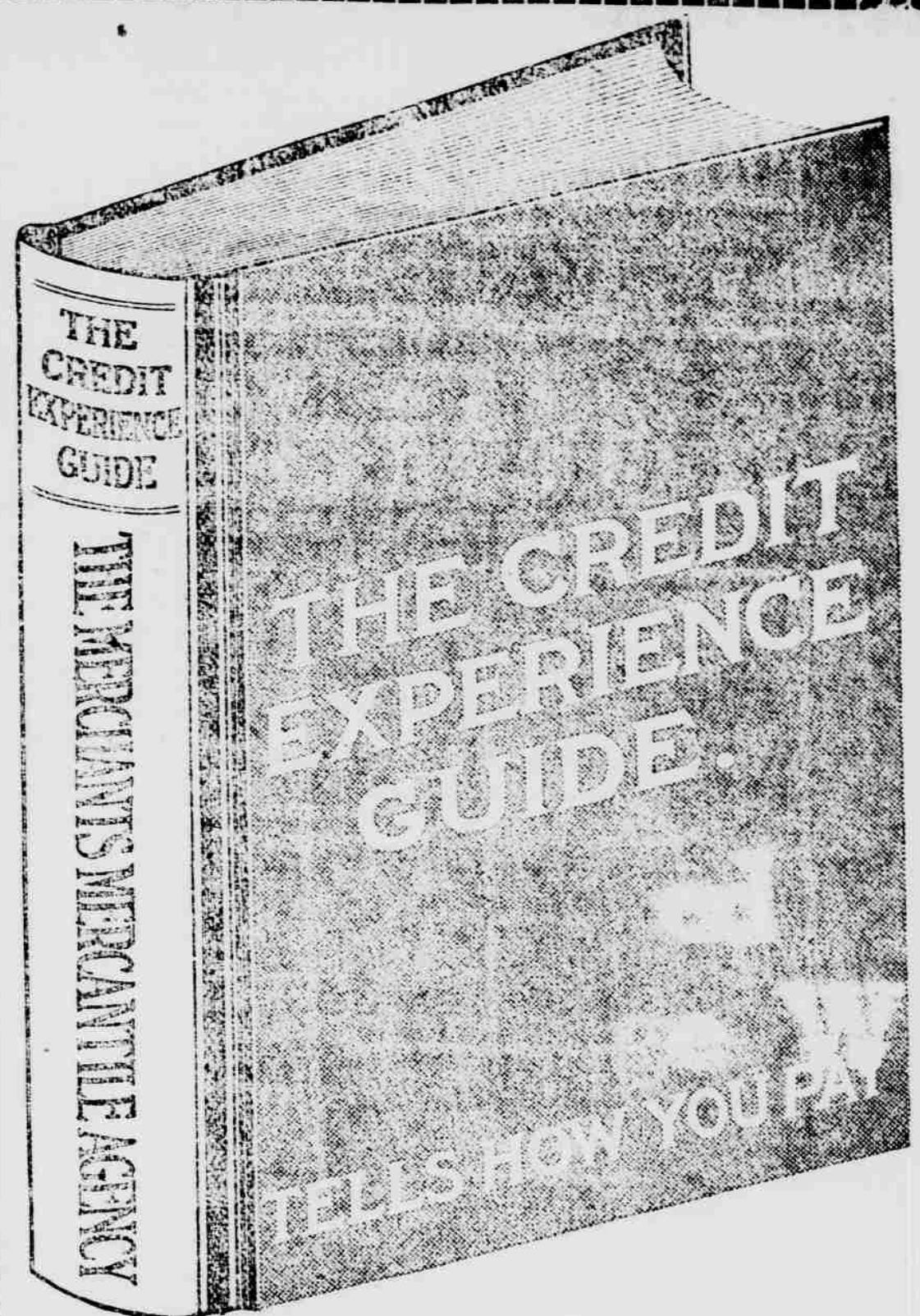
The average cost for repair and maintenance of 7,300 miles of highway in Connecticut, Massachusetts, New York, New Jersey and Rhode Island, for the year 1912, was about \$800 per mile. A large part of this money was expended for bituminous resurfacing and bituminous surface treatment. There is some question whether the expenditure correctly measures the average cost of repairing and maintaining bituminous-macadam roads. In the state of New York, however, for the years 1911 and 1912 the average cost for repair and maintenance was \$724 per mile upon a total average of 2,861 miles. The annual cost of repair and maintenance on Massachusetts state roads for the years 1910, 1911 and 1912 was, respectively, \$642, \$647 and \$676 per mile for about 850 miles. For the most part these figures for New York and Massachusetts represent the cost per mile of resurfacing with bituminous material and of maintaining bituminous-macadam and water-bound macadam roads by surface treatment with bituminous material. It is clear, therefore, that for heavy traffic trunk line roads \$700 per mile is not an excessive estimate at present for the annual cost of all repair and maintenance on bituminous-macadam roads.

Build Them Now.

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J. C. PRIDMORE

Agonomist. The ambition of every farmer is to make the largest crops possible every year, and it is his duty to make them when he can. But harvests of large crops remove large quantities of plant food from the soil. This decrease of plant food finally prevents good yields. And unless some provision is made for restoring and then maintaining production, low yields and unprofitable returns will continue to be the result. One cannot draw money from a bank unless he has friends there. Neither can the plant draw upon the soil and get the necessary food elements if the soil does not contain them.

Plan For Good Yields Every Year

Every farmer should adopt for his land a system of farming that will give him good yields continually year after year. If this is done, he must feed the plants; for plants, like animals, must feed to grow. While plants require some ten or more elements for their growth, all, except three, are supplied in abundance in most soils. The three elements not supplied abundantly are nitrogen, phosphorus and potash. All these are generally deficient in most southern soils, and, therefore, have to be supplied in some commercial form to get profitable yields.

For a farmer to get the largest acre returns from his investment in fertilizers, it is necessary for him to know something of the conditions under which fertilizers may be used most effectively. He naturally asks: "Under what conditions will fertilizers prove most profitable?"

Fertilizers are used primarily to supply one or more plant foods without which crops will not be profitable. But there are conditions other than plant foods that may influence growth. It is very necessary that good growing

conditions be provided for the plant so that the fertilizer used may enable the plant to grow most vigorously, and, therefore, bring about the biggest yields.

Vigorous Seed

The fundamental, good growing conditions making possible the most efficient use of plant foods, are good seed, a good seed bed and good cultivation.

All planting seed must have strong vitality to germinate and grow rapidly. Seed should also be of a variety adapted to local conditions. Time and rate of planting must be given attention, for either one of these may very materially effect the yield of the crop.

Good Seed Bed

Conditions required in the soil for best plant growth, and biggest acre returns from fertilizers used, are a good, well prepared, finely pulverized seed bed. It should be mellow and firm, so as to enable the roots to penetrate freely and deeply in search of food and moisture, and to allow sufficient circulation of air. It should be well drained. It should be well supplied with organic matter, which aids in absorbing and holding moisture and improves the structure and tilth of the soil. Good cultural methods must be employed so as to destroy weeds and retain soil moisture.

If the preceding conditions are satisfactory for plant growth, then, and not till then, are crops able to make the most efficient use of plant foods within their reach. If any one of these unfavorable conditions exist, a plant cannot fully utilize the foods supplied in fertilizers. Under good growing conditions fertilizers are used very profitably, proof of which is furnished by thousands of farmers all over the South. Fertilizers contain genuine plant food, and, of course, have a marked beneficial influence when applied in sufficient quantity, and the plants are otherwise given a fair chance. The question now is, Are you striving to so improve your soil conditions that you may utilize the value of fertilizer to the fullest extent?